

TELEGRAMS.

"DAILY PRESS" SERVICE.

FULL DETAILS OF ADMIRAL SEYMOUR AND TIENSIN.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 1st July, 5.33 p.m.

THE RELIEF OF TIENSIN—HONG-KONG CONTINGENT IN FIRST.

The telegraph lines to Chefoo are working badly and there is much delay. The British naval brigade under Commander C. G. F. M. Craddock, of H.M.S. *Alacrity* with the Welsh Fusiliers, 600 altogether 150 Americans under Major Waller, and 30 Italians entered Tiensin first, the Russians and Germans following.

ADMIRAL SEYMOUR JUST FAILS TO REACH PEKING—CASUALTIES.

Admiral Seymour reached a point within 25 miles from Peking and then retired from an enormous force of Chinese troops. He had 37 British killed and 92 wounded. Captain Beys of the *Centurion* was killed. Captain Jellicoe received dangerous wounds and Lieutenant Powell of the *Aurora* a severe chest wound.

"TERRIBLE" TWELVE-POUNDER IN ACTION.

Tientsin is safe and has suffered little damage. The *Terrible's* twelve-pounder on her original carriage promptly silenced the remaining gun at the Arsenal. The Chinese then retired. Admiral Seymour captured fifty Maxim's, some Krupp's, and immense stores of ammunition.

THE WRECKED RAILWAY LINES.

The Tientsin-Peking railway is quite destroyed, while the Taku-Tientsin line has been destroyed for nine miles. The sleepers have been carried away for fuel.

RIVER OPERATIONS.

The allies have burnt the villages between Taku and Tientsin to destroy the cover. The banks of the Peiho River from Tientsin to Taku are lined with dead Chinese. The *Barfleur* has suffered the heaviest casualties among British ships. A Chinese fort on the Peiho, twelve miles from Taku, has been exploded by the *Fame*, Commander Keyes.

WEIHAWEI MEN WORK WELL INDIAN CAVALRY WANTED.

The Chinese Regiment under Col. Bower is very keen and is doing good work. Experts agree that Indian cavalry, not infantry, is mostly required.

JAPANESE AND RUSSIAN POLICY.

The Japanese troops are remaining at Taku, not going to the front. The Russian movements are uncertain.

PORT NEWS.

Newspapers are nervous. The *Aurora* is there. Chefoo is also in a state of anxiety. At Shanghai all is quiet. The *Pipua* has arrived at Woosung and is going to Hankow.

MINISTERS AT PEKING—A NEW EMPEROR.

It is believed that the Foreign Ministers, refused to leave Peking. Probably Prince Tuan is now the actual Emperor.

HOW THE BOXERS' PLANS WERE UPSET.

The Boxers claim eight million adherents, including the Chinese armies, by the end of September, when it was intended that the Boxers should take place. But the Peking to afford precipitated matters. Happily the Viceroy Chang Chih-tung and Liu Kungyi remain staunch.

SITUATION AT THE CAPITAL—GERMAN MINISTER AGAIN REPORT.

News has arrived from Berlin that the German Minister, Baron von Kettner, had left the 19th ult. by the *Prinzess Alice*. The situation is not.

U.S. VOLUNTEERS AND FOR SERVICE IN CHINA.

New York has offered to provide two regiments of volunteers for service in China, and the State Department has accepted the offer.

London, 30th June, 7.40 p.m.

ADMIRAL SEYMOUR REPORTS GREAT CAPTURES.

Admiral Seymour wires a graphic narrative of his journey. He found immense stores of guns, arms, and ammunition in the Armoury above Tientsin.

TIENSIN ARSENAL TAKEN.

Col. Dorrard reports the capture of the Arsenal at Tientsin.

OFFICIAL NEWS FROM ADMIRAL BRUCE.

By the courtesy of H.E. the Governor we are enabled to publish the following telegram which he received on Saturday night from Rear Admiral Bruce:—

"The Tientsin Arsenal has been destroyed. Vice Admiral Alexieff, Governor General and Commander-in-Chief, arrived here to-day to take supreme command of all the Russian force."

ALL QUIET AT NEWCHANG.

We are indebted to Messrs. Lauch, Weger & Co., for the following telegram:— Newchwang, June 29th, 1.30 p.m. Business is progressing favourably here. There is no excitement in the native city.

THE WAR.

London, 29th June, 9.5 p.m.

THE SOUTH AFRICAN HOSPITAL ARRANGEMENTS.

Mr. Burdett-Coutts's allegations as to the South African hospital arrangements, in his letter to the *Times*, have created a sensation. Mr. George Wyndham in the House of Commons showed that the deficiencies were not due to stunted supplies but to insuperable difficulties of transport.

THE COMMANDER-IN-CHIEF ON THE QUESTION.

Lord Roberts telegraphs that any defects in the hospital service were accidental and should not be taken as typical.

London, 30th June, 7.30 p.m.

LORD METHUEN CAPTURES LIVESTOCK.

Lord Roberts reports a minor engagement on the Orange River. Lord Methuen has captured 8,000 sheep and 500 cattle.

REUTERS'S SERVICE.

London, 29th June.

THE CHINA CRISIS.

Reuters's Agency learns that a despatch from Sir Robert Hart dated Peking, 19th inst., states that the legations had been ordered to quit Peking in 24 hours.

The Indian contingent for China totals about 17,000 men.

The *Times* correspondent at Laurence Marques says that the Boers are entreaching a considerable force beyond Mafeking.

THE ASHANTI REBELLION.

A letter from Sir F. Hodgson, Kumasi, saying that the garrison could hold out until the 20th inst., only reached Major Wilkinson at Bakwai on the night of the 21st. Continuous firing was heard on that night.

London, 29th June.

THE WAR IN SOUTH AFRICA.

The *Daily Telegraph* correspondent at Pretoria, under date 28th inst., says that since Sunday Generals French and Hamilton have been endeavoring to surround the enemy's position, fifteen miles to the eastward, for three days, fighting the enemy decamped on Tuesday night to the eastward along the railway. The British casualties were under 150. It is hoped that General Buller will be able to intercept the enemy's retreat.

London, 29th June.

THE CRISIS IN CHINA.

Brotherhood of the House of Commons, under date 29th inst., says that the British Legation at Peking has been ordered to evacuate the city.

THE WAR IN SOUTH AFRICA.

Reuters's Agency, 29th inst., says that the Boers are entreaching a considerable force beyond Mafeking.

THE CRISIS IN CHINA.

THE REINFORCEMENT OF THE CHINA SQUADRON.

The two boats *Brilliant* and *Britomart*, which have been commissioned for service on the China Station, are First Class gunboats, with indicated horse-power of 1,300 forced draught. Their speed is 15.5 knots, forced draught, and 12.5, natural draught. They draw 8 ft., and their displacement is 700 tons. The armament is two 4 in. quick-firers and four 12-pounder quick-firers.

ADDITIONAL DETAILS OF THE TAKU FIGHT.

Some additional accounts of the taking of the Taku Fort are given in the last issues to hand of the *N. C. Daily News*. It appears from these that the Chinese guns were pluckily worked, but their shooting was poor. An eyewitness says that, had the fort been manned by Europeans, not one gunboat would have escaped. After the bombardment, which lasted from 0.45 a.m. to 8 a.m., the dead were found lying in heaps in some of the forts, and one place entered by the British contained only a headless body.

The Russians and Japanese took no prisoners, bayonetting all the Chinese they found in the forts. The English commander was helped into the forts by the Japanese captain, and the latter was shot dead soon after, while hoisting the flag. The fire from the fleet was terrific. *Albatross* alone sent off 580 shots. *The Wilkes* had a hole knocked in her boiler but managed to work after it. It was when the firing ceased that the Japanese sailors joined the British and rushed the forts.

At 5.30 a.m. a magazine was blown up, and a shot from the *Albatross* blew up the large magazine in the main fort. This added to the havoc wrought by shot and shell, and the inside was awful, some of the pools of blood lying a foot thick. It is estimated that the Chinese cannot have lost more than 2,000. The German cruiser *Illia* went outside after the fighting, with her commander mortally wounded and other casualties. A report was current when the *Lienching* left Chefoo that the steamer *Fantou*, one of the Taku tugs, and another vessel were at the Bund at Tientsin and that it was feared all on board had been killed.

After taking the North Fort the British turned its guns on the others. At daylight the British were ashore with their rifles, picking off the Chinese gunners from a low wall outside the moat and then, with the Japanese, they rushed in over the bridge across the moat and took the place. The ships then steamed down opposite the South Fort, and it was here the *Illia* sustained her losses. Besides the *Illia* and the *Albatross* there were engaged here the two Russians and the Frenchman.

The *Albatross* ceased fire for a time just before daylight and the lookers on feared she was out of action. With the dawn, however, she was soon as busy as ever, her crew making fine practice. The last shot was fired at 6.45 a.m. Very few guns in the forts appear to be seriously damaged. The weapons used were all the latest-pattern guns, the heavy muzzle-loaders being found with their tampions still in their throats.

With regard to the Russian vessel that was hit five times, it is stated that she had four holes alone in one side, three of them being very near her water line.

A GERMAN DESCRIPTION OF THE BOMBARDMENT.

Der *Ostasiatische Lloyd* publishes a full description in English, translated from the Extra of the 24th ult., of the affair of the 17th ult., written by Mr. H. Reiquarts, First Officer of the *Fuiping*, the regular correspondent, Mr. Harries, having been wounded on the *Illia*. He says:—At midnight the German gunboat *Illia* and the French gunboat *Lion* were still at anchor opposite the railway wharf in the upper reach of the river; there was a strong ebb tide. All the merchant vessels were at anchor in the upper reach of the river, whilst the Russian and English gunboats were at anchor in the lower. One small Japanese and one American gunboat were moored alongside the Railway Wharf to guard the upper river and to protect the women and children. At 12.45 the Chinese fired the first shot from one of the forts; this was followed quickly by shots from other forts directed partly on the upper and partly on the lower river, where the gunboats were at anchor. The booming of the guns and hissing of the shells proclaimed but too clearly that China had ignored the ultimatum of the allied Powers and had declared war against the world. Shells whizzed past us and now and then struck the ship and the wharf. The gunboats did not take up the positions assigned to them till about 2 a.m. They then took up their position under cover of the village whence they could aim with perfect freedom. The Russian gunboats were stationed opposite the furthest forts, as they had the heaviest guns. The *Albatross* and *Illia* came in nearest the Northern fort, which had to be taken first and needed watching more closely. The gunboats first directed their fire against the N. Western fort, and after that was taken at 3.30 a.m. by the storming party the line of fire was directed against the next fort, although darkness still rendered accurate shooting on either side very difficult. It was therefore most fortunate that this fort fell into the hands of the Russians, Japanese and Germans just at break of day. The flags of these nations were immediately hoisted. With daylight the firing from the forts became far more accurate and was at times really good. I was able to watch how every shot fell over our heads, as the Chinese gunners soon found out that they were aiming too high with their heavy guns and soon shortened the range. If these guns had been able to do the range sooner, I am afraid little would have remained of the six gunboats. It is most fortunate that more damage was not done to the merchant vessels, during the time that the Chinese aimed too high. Splinters from shells several times struck the decks of the *Fu Ping* and *Shanghai*. The *Kriegsberg* had so shift her anchor and land all passengers, who took refuge in the coalheaps. At about 5 a.m. in the morning the *Illia* gave the signal for the advance by hoisting a black ball at the masthead. We could see the pinnacles from H.F.M.S. *Hertie* going higher and thither in a veritable hail of bullets, conveying orders to the other ships. The Maxims on board the *Illia* now fired on the men manning the big guns at the forts which were visible (large Krupp Cannons), with great success, whilst the heavier guns of the *Albatross* and *Illia* fired on the heavy guns of the Northern fort. At last the Chinese Officers realise the necessity of destroying the Maxims and fire with great success on the *Illia*. Six of these Maxims are silenced, and the *Illia* struck by shells time after time becomes almost a wreck. The funnels, bridge, deckhouses, bow steering wheel and telegraph were swept away entirely. Capt. Lang, who was on the bridge, was severely wounded and Lieutenant Hellmuth and seven men killed. One of the Russian boats, being repeatedly struck by shells causing great destruction, heeled on one side in a alarming manner. Capt. Lang, whose boat had been shattered, remained on the *Illia* and gave instructions until the battle had been practically decided. He

of the Board of the Hongkong Volunteer Force, which was formed twelve months later.

Gazette that British vessels are requested to anchor at the wharf.

General of French to leave Saigon for Hanoi.

to the Government of a Notification at ports in Hanoi, is published.

A Seoul telegram says that the King of Corea has decided to remove his capital to a place in the Phye-gan province, in view of the present situation in North China. The telegram also adds that another battalion of Korean troops will be dispatched north for the defence of the Korean frontier.

The *Ostasiatische Lloyd* shows its usual commendable enterprise in publishing an Extra dated 24th ult., a very clear plan of the bombardment of the Taku Forts on the 17th, marking the positions of the forts and the allied vessels. By aid of this plan the description which we quote elsewhere of the fighting is readily intelligible.

It is reported from Nagasaki that the U.S. transport *Hancock* arrived there on the 24th ult. from Manila, where she had been detained four days owing to bad weather. She had on board some 800 officers and men, consisting of discharged soldiers and invalids. Two cases of suicide occurred on the way up, the men meeting death by drowning in spite of the efforts that were made to rescue them. Two other men were also missing and it was supposed that they have met the same fate. On the afternoon of her arrival five prisoners effected their escape from the vessel by sliding down the anchor chain, getting to the shore in a sampan, but it was thought they would all be re-captured before the departure of the vessel. Two of the prisoners are undergoing imprisonment for life and the other three from three to five years. The *Hancock* was expected to leave for San Francisco on the 26th ult.

STRONG PROCLAMATION BY VICEROY LIU KUNGYI.

The following is the text of the despatch of H. E. Liu Kungyi, Viceroy of the Liangkang, to the officials of his provinces:—

The disturbances caused by the *I Ho Chuan* outlaws in the North have attracted to them revolutionary, Society-men and disbanded soldiers who have combined with them in causing widespread destruction, burning and tearing down telegraph poles, destroying railways and slaughtering military officials who tried to suppress them. It is also known that these outlaws have already taken the cities of Chefoo, Shanghai, and Anping, in consequence of which an Imperial edict was issued directing officers in high military command and local authorities to combine and attack the outlaws. The Imperial edict also commands that the local authorities throughout the Empire are to protect Missionary Chapels, etc., from the mob. Now it is clear that these *I Ho Chuan* people are practically outlaws and revolutionists, who by their wicked arts and incitements seek to excite the masses and inveigle them to join them in their outlaws. Of late, however, we have in Kiangnan and Anhui provinces a large number of revolutionary societies and disbanded soldiers, and the inhabitants of these two provinces have also the reputation of being a brave, savage, and restless people who are easily excited to break the laws. The year before last we had indeed an attempted rebellion among the Great and Little Sword societies at Hanyang, Anhui province, and although they were easily suppressed they may as easily be led to create disturbances again. The provincial high authorities now hear that the Imperial edicts in the North have recently come to blows with the *I Ho Chuan* outlaws and it is a foregone conclusion that these people will as easily be exterminated in a short time. There is fear, however, that these outlaws, dying from just punishment may retreat southwards into the Liangkang provinces and by their arts and incitements seek to gain recruits into their ranks, thereby bringing down destruction upon the head of all who are ignorant and simple enough to join these outlaws and break the Imperial armies of the Liangkang and other provinces. Steps therefore should be taken at once to prevent such a catastrophe among the masses, and all local authorities are hereby required to examine the actual conditions now existing and to be alert in looking out for and arresting all defeated outlaws who may enter their several jurisdictions. Armed forces should be provided to put down all attempts at resistance, and if any official succeeds in capturing an outlaw chief or defeating any large body of outlaws coming to his territory high rewards will be granted him in recognition of his services. Let proclamations be issued for the information of simple men and understand that that officer preserved. All are warned from listening to business rumours and false stories of the outlaws' supernatural gifts, as counterfeit punishment is in store for such. Let steps be taken at once to keep secret watch over evil persons, and if any be caught, trying to excite the people let such be at once arrested and punished to the utmost extent of the law. All civil and military officers are also required to give every protection to missionary property and let all beware of the punishments in store for lazy and incapable officials who fail in their duty.

some resemblance to the decided by Mr. Hazeland Saturday. A Chinaman boat had been pounced removing and from above the spot which goes by the name of "Gin Drinkers' Bay." The, at before the British took Territory he and others from this place without let and hindrance the case.

untal Saturday, saying that he would like to see how the Chief Justice ruled in the case before he gave his decision. His Worship now found that the defendant had brought no proof of his assertion that he had been accustomed to remove the sand, and convicted him, but imposed no penalty.

The Death Returns for the Colony during May show that the European and Foreign Community lost 31 members in all, 29 from the Civil Population (estimated at 9,100), of whom 8 died of plague; and one each from the Army and Navy. Among the Chinese Community the deaths were 723, 290 being due to plague and 94 to chest-affections. No. 2 District lost 198, 57 through plague; while the Harbour, out of an estimated population of 24,550, lost 72 in all, half of these through plague. The Death-rate in the different Registration Districts during the month gives among others the following figures:—British and Foreign Community, Civil, 38.2 per 1,000 per annum; Chinese Community, Victoria, Land 34.9 and Harbour 41.5; Chinese, Whole Colony, Land 34.8, Port 35.6, Land and Port, 34.9; British, Foreign, and Chinese, excluding Army and Navy, 35.1.

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TIME TABLE

WEEK DAYS

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.30 a.m. Every quarter of an hour

10.30 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

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4.30 a.m. to 5.30 a.m. Every quarter of an hour

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than carried away to prevent his bleeding to death. Between 4 and 5 o'clock a fierce general bombardment took place. The Northern forts were now in a critical position as they were also threatened with the fire from the North-West fort, which had already been captured, whilst the batteries landed from the *Algerine* were storming from the river side. Suddenly the Southern fort was destroyed by a Russian mortar bomb striking the magazine. The French gunboat then directed a terrible quick-firing on the next Southern fort with excellent result. At 6 o'clock the British successfully stormed the Northern fort with great courage, sustaining only a light loss. At the same time the Southern forts were stormed. The *Algerine*, followed by the *Albatross*, the Russian and French gunboats, steamed opposite the forts firing from the mouth of the river. A most fortunate shot struck the powder magazine of the second fort, which exploded with a tremendous shock, throwing half the fort into ruins. After this firing ceased for about 10 minutes. Then the forts recommenced and fought desperately to save the ones which remained. But in vain. The guns of the Northern forts now manned by Europeans directed their fire on the Southern forts and the Chinese fled precipitately westwards wherever they could. At 7 o'clock all the forts were taken, and the German Marines hoisted their flag on the South fort. The Chinese had defended themselves well, but the forts were much stronger than had been expected. They had not been trained to fire at such short range, otherwise far greater damage would have been done. All firing ceased at about 7.30 a.m., as the Chinese soldiers had fled and it was not deemed advisable to pursue them. The English torpedo-boat *Whiting* captured four Chinese torpedo-boats in front of the Arsenal. The crews of these had fled and they had not even got up steam. At 7.30 all was quiet and the sun shone on this terrible picture of death and devastation. It was Sunday morning. The flags of the allied Powers floated proudly over the various forts. The killed and wounded were now attended to and all the boats had their flags hoist to 70. On the ships about 80 were killed and 60 to 70 wounded. The French lost two killed, the German eight, the English none (but four wounded during the storming of the fort) and the remaining casualties were on the three Russian boats. It is not known what losses the storming party sustained, but it is heard that the Japanese lost their leader and ten men. The bodies of hundreds of dead Chinese were crumpled on the following day. The devastation of the forts showed but too how accurate the firing of the Europeans was.

THE "WHITING'S" ACCOUNT.
The *Whiting* arrived at Nagasaki on the 22nd ult. with her No. 4 boiler considerably damaged by a shell, which landed inside the boiler, after passing through a coal bunker, making a hole in the vessel about 4 ft. by 1 ft. Fortunately the shell was not fused, for had it been, a serious loss of life must have occurred. The following account of the *Taku* bombardment was given to the *Nagasaki Press*:

On Friday, the 15th inst., during the night, the *Whiting* crossed the bar and anchored abreast of the forts, after having passed over and even touched one of the submerged mines, which afterwards exploded and sent several Chineseunks to the bottom.

The ships inside the bar were as follows:—Off the North fort H.M.S. *Algerine*, *Whiting*, and *Fame*, the first named flying Admiral Seymour's flag. In the band of the river near the dockyard were two Russian gunboats. At Taku were the German gunboat *Ulla*, the French gunboat *Lion*, and one Japanese gunboat. At Taku Government dockyard four Chinese torpedo destroyers, lately out from Germany, were lying. On Saturday night at 10 p.m. the *Algerine*, *Whiting*, and *Fame* moved up the river to just below the Russian gunboat. At 1 p.m. the Chinese forts opened fire. One gunboat was struck and enveloped in steam. The *Whiting* and *Fame* proceeded to Taku dockyard, each having in tow a whaler carrying ten men. The *Ulla* and the *Lion* came down the river to support the *Algerine* and the Russian gunboats. Soon after, the *Whiting* and *Fame* captured the four Chinese torpedo-destroyers, whose crews offered but little opposition beyond a few rifle and pistol shots. On being boarded the Chinese crews escaped to the dockyard and subsequently opened a hot fire from the dock on all six destroyers. This was quickly silenced by the destroyers' guns, but not before three Chinese on board the destroyers had been killed.

At 1 a.m. the captured destroyers were taken to Tongku, the *Whiting* and *Fame* afterwards proceeding up river in order to shell the forts and cover the steamer *Ty* bound for Tientsin with provisions for the campaign there. The gunboats in the band shelled the forts till 6.30, when the last were carried by assault by the combined forces, the British and Japanese fighting side by side. As the firing from the Chinese forts slackened, the *Algerine* led the gunboats down the river. Soon after the capture of the destroyers, a 5 inch shell from the forts penetrated the *Whiting's* after coal-bunker, injuring her No. 4 after boiler, and damaging 177 tubes. There was, however, no immediate danger, the pipes simply bending, which certainly speaks well for the English builders. During the shelling, two of the fort magazines were blown up. All the gunboats received more or less serious damage. One Russian was badly knocked about and one was set on fire. The fire was quickly extinguished.

The officers of the *Whiting* speak very highly of their crew, all of whom worked admirably. The men looked on the fighting as rare fun, yet kept cool and steady.

The *Whiting* although severely damaged, was able to steam with her remaining boilers at an average speed of 13 knots an hour.

SHANGHAI AFFAIRS.
On the 26th ult. Lieutenant West and a party of armed bluejackets from H.M.S. *Undaunted* took up in a lighter from Woosung a further supply of arms and ammunition for the Shanghai Volunteer Corps. The goods came up in the *Valeto*, and comprised 400 Lee-Metford rifles and 30,000 rounds ammunition.

On the 27th the Japanese gunboat *Takao* and a detachment arrived from Nagasaki. H.M.S. *Hermit* was reported at Chingkiang on the 25th, while four Chinese cruisers and a torpedo-boat were seen at Kiangyin.

Amongst other items, the *N. C. Daily News* reports:—The crews of the various British warships in port are giving the authorities whose valuable aid in preparing for emergencies. One party, under a gunner, is setting up gun-mountings and another is busy cleaning the new rifles just received. The Jacks seem to enjoy the work and, from what they say, it would seem they will be much disappointed if they do not have what is lower deck parlance is called "a scrap."

The newly-formed company of American Volunteers is now fully equipped with Martini rifles, long bayonets, belts and pouches. Mr. F. E. Haskell holds the rank of Captain in the Company. Mr. F. S. Jacob, first Lieutenant, and Mr. M. W. Miller, second Lieutenant, are members seen very keen on their duty and are putting in a lot of useful drill.

Judging by the way the Chinese are pouring out of Shanghai, en route for Canton and Ning-

po, there would appear to be a big scare amongst them. Many of the departing Chinese were from Shanghai and others are fugitives from the North, who have lately arrived here. The news at the departure of the *Peking* was an extraordinary one, the vessel's upper and lower decks being densely packed with Chinese bound up, and an immense throng gathered on the river bank to see them off. The C.M.S. *Kiang* alone took about 2,000 Chinese for Ningpo, the *Kiangtse* and *Kungting* took hundreds of natives to their homes in the south, and the *C.S. Choyang* for Hongkong. Canton and Swatow, left on the 27th with nearly 300 Chinese on board. The C.N. Co. found the strain on the passenger accommodation so great that they had to put an extra boat, the *Ku-sai*, on the run. On the same day and she too was crowded with a more or less panic-stricken throng of natives, although the fares have been doubled and a heavy charge is made for baggage. For a houseboat, *Szechow* as much as \$75 is being paid, or more than ten times the ordinary fare. On the other hand, numbers of well-to-do Chinese are coming to Shanghai for refuge.

WHATWELL.
With Lt.-Col. Dole and the 200 men of the Chinese Regiment and other officers left by the *Orlando* for Taku, Captains Watson, Barnes, Hill, Menzies, Antomerio (Adjutant), and Fairfax, and Lieutenants Layard, Bray, and Ollivant, and C. Sergeants Furdon, Dunn, and Whittaker. Chief correspondents of the *Daily News*. The Chinese soldiers are said to be pining themselves efficient, but lack the sterner trial comprised in Tommy. The Celestial showing at the battle is almost remarkable and proves well—if their weapons are not turned against their teachers. He also reports on the 20th inst. that Captain Wingate, from Weihaiwei, passed through to go to the front, and that he heard of a handful of American marines, some eleven or twelve, from Shanghai. Major Bower brought up Shanghai men as recruits for Weihaiwei.

CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, 30th June 1900.

THE VICEROYAL REPLY TO CANTON.

H. E. the Viceroy Li Hung-Chang says in his reply to the petitions of the Directors of different charitable institutions and the various Committees, in which they urged him to remain in Canton in view of the present difficulties in the North, that as a minister he is bound to protect the dominions of his sovereign under any circumstances whatever, and to act for the good of the people. As they are afraid that the numbers of soldiers in Canton are not enough for its protection, he has doubled the force by sending for the troops of General Wong Kum Fui, of Son-yung and On-yung, to come back quickly for the protection of the people. In case he should have to leave he will do his best for their welfare. He has given orders to the troops to keep strict watch everywhere, and as to Shanghai he has also doubled the force for its protection, so as to ensure amity and friendship between China and foreign nations. Of late he has been receiving telegrams every day about the fight between the foreign soldiers and the Boxers, which greatly distressed the capital and the Imperial Palace. Being at so great a distance, he wishes from the depth of his heart that he could fly thither for the deliverance of the Imperial Government; but he can not. His heart, he continues, is burning with so strong a desire that he has no time to eat or sleep. Knowing, as he does, the difficulty of the journey and the stretches of mountains and water between, and aware that by going alone so great a distance he cannot by himself be of help to his country; still when he thinks that his Imperial Majesty is in imminent danger he must persevere proceed with all possible speed, to show even a little spark of loyal feeling. Though a poor old man of the age of 80, he does not mind any trouble or risk if he can stand by his country and face the danger.

PANIC AND PRECAUTIONS IN SHAMEEN.

In consequence of the rumours and placards of the last few days there has been a continuous exodus of Chinese with their families to Hongkong and Macao. A great number of ladies and children from Shameen have left, and the missionary ladies too. On an occasion like this people are apt to make a very great fuss. It is not likely that the rebels, or whoever they are, will come to Shameen so suddenly. They will have to make preparations; for instance, they will have to call a meeting to decide upon the plan of attack, to make red flags and red sashes as insignia of rebellion, to select a place of rendezvous, to prepare provisions, arms and ammunition, and find a chief to direct the attack; they will have to terrorise the working classes and the market-people, and compel them to "strike," so that they may join them; and then by way of preliminary they will perhaps insult and provoke Europeans and give trouble to the native Christians, &c. However, as H. E. Li Hung-Chang cannot decide yet whether he will go north until the receipt of a definite answer to his telegram, and as Shameen is quite open and unprotected, it would be well for the authorities, amongst other preparations, to place a Gatling gun facing the entrance to each of the bridges and have a dozen or two marines or soldiers patrolling night and day on the Bund. Then Shameen will be one of the safest places. A corps of volunteers formed from the residents of Shameen does not answer the purpose, for most of them are business men and have to attend to their duties. Shameen cannot stand out for one day only as regards provisions, as they are dependent upon the Chinese. Every necessary Chinese police and soldiers are not trustworthy, and in case of trouble they will run away and be the first to turn their weapons against foreigners. It is a rule with the Chinese officials, which they deem the best policy, that whenever a rumour of rising is about, some criminals must be brought from good and bad-headed, to strike terror into the hearts of all ruffians. On the 26th ult. 63 pirates, robbers, and thieves were executed, some by beheading and others by being strangled in the new wooden cages. Amongst them was one who incited the mob on Sunday, the 24th, to attack Shameen.

THE SHELL CASE.

THE ACTING PUJIAN JUDGE'S FINDING.

In our issue on Saturday we gave the Chief Justice's finding in the Shell Case, and stated that while the Chief Justice found for the defendant, the Acting Pujian Judge found for the plaintiff.

The Acting Pujian Judge said:—The conclusion at which I have arrived in this case is, I regret to say, at variance with the conclusion arrived at by the Chief Justice. Having had an opportunity of reading that judgment, I adopt that portion of it which is introductory and sets out the facts of the case.

By a Convention dated 9th June, 1895, it was agreed between the Governments of Great Britain and China that the limits of British territory should be enlarged under lease. A portion of the Convention, a certain portion of Chinese territory which includes the locus in quo in the present case, was leased to Great Britain from 1st July, 1895.

An issue of the locus in quo the Government of Hongkong on the 20th December, 1899, sublet that locus in quo to the plaintiff firm with the right to search for and obtain coral or shells from the bed of the sea, but so as not to interfere with fishing and navigation.

Under this lease the plaintiff firm sues the defendant for damages for trespass and conversion, to which defendant pleads that he has a right to take coral and shells because he had that right before 1st July, 1895, is an inhabitant of the leased territory, and is protected by the Convention from being expropriated or dispossessed of that right.

During the hearing of the case counsel for plaintiff admitted that Chinese fishermen had been in the habit of dredging for shells and coral for the purpose of lime-burning from Laxto M.L. 2 (the locus in quo), openly and believing themselves entitled as of right to do so, without interference by any one, from the limits of living memory until the granting of the lease of the locus lot.

When looked at, this admission is nothing more than an admission of a habit; and as such, may be evidence to help establish a right. But until the habit, either by itself or in company with other evidence, establishes a right, it remains a habit and cannot be styled a right.

Before defendant can successfully set up that he has been expropriated by the granting of the lease of 20th December, 1899, he must prove that he has been dispossessed of a right which he enjoyed under Chinese municipal law before 1st July, 1895. Moreover, he must establish that right by recourse to Chinese municipal law. Admitting that the defendant and his brother-fishermen have been in the habit from time immemorial of taking coral and shells (without let or hindrance from the *judex* maris) belonging to the Emperor of China, he yet fails to show that by the municipal law of China such a proved habit has created a right in him and his comrades which he could maintain in a Chinese court. That proof has not been forthcoming. And since the right must be proved by Chinese law, it follows that no principles of English law may be utilised to prove that by analogy or directly, a right existed under Chinese law.

The only other source of law available is public international law; but that governs the relation of nations inter se, and is not a guide on questions affecting the relations of a sovereign and his subject, which are regulated by municipal law.

Notwithstanding however, that the defendant has no cause to complain of an expropriation, he has been against the Convention, it may be said, since 1st July, 1895, when the locus in quo, became a portion of the leased territorial land and waters of Her Majesty the Queen, the defendant has, as a subject of Her Majesty, acquired certain rights of which the lease of the 20th December, 1899, deprived him. The rights of sovereignty and subject it respect of the newly acquired territorial water may be said briefly to be that the Crown has the right of ownership in such waters and the bed of such waters subject to the public right of navigation and anchoring in them; and that the Crown has also the rights of fishing, subject to the right of a common fishery in the subject.

It is contended for the defendant, not that rights of navigation or of anchorage have been infringed but that the right of a common fishery has been infringed, because such right carried with it a right to the bottom of the sea and therefore to the contents of that bottom. That however was a mere statement of counsel unsupported by authority. There are several reasons against this view. First it is incontestable that the *fundus maris* in territorial waters is vested absolutely in the Crown; this absolute ownership of the soil carries with it the absolute ownership of what is found on, in or under the soil, and I can find nothing to countenance the idea that the subject has, by common law in any other way, a right to joint-ownership in the *fundus maris* or to participation in its products.

Next, the right of a common fishery enjoyed by the public is a fleeting liberty of fishery, with nets, hooks, etc., and is the right of fishing in the sea and public rivers open to all the public (see Hall on Seashore, pp. 50, 51, 52, 2nd edition). Thirdly, the habit taken by the defendant to dredge for coral and shells of fish destroyed by natural causes before capture. In the case of *Bogot v. Orr*, 5 B.R. 668, the Court, while laying down that *prima facie* every subject had a right to take fish upon the seashore, passed before it would establish a general right to take shells in the absence of authority to support a claim of a right to take shells. A *fortiori*, it appears to me, should this Court pass before establishing, in the absence of supporting authority, a general right to take shells from the *fundus maris*. The distinction drawn between fish and shells is a clear one. A common fishery, being a right to take fish in the sea and public rivers open to all the public, does not, therefore, in the light of *Bogot v. Orr*, include a right to take dead shells of fish. In my judgment, accordingly, defendant has failed to show either that he has been dispossessed of a right which he enjoyed prior to 1st July, 1895, or that he has been deprived of any right which accrued to him on and after that date. I am also of opinion that the Crown, as absolute owner of the *fundus maris* in question, was not prevented by any known rule of law from granting to the plaintiff the rights conferred by the lease of 20th December, 1899.

I hold, therefore, that the plaintiffs are entitled to ten dollars as damages and to their costs of the suit.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st inst. and may be expected here at 6 a.m. on Friday, the 6th inst.

The C. P. & Co.'s steamer *Turkey* will leave Vancouver about the 10th July, direct for Hongkong, where she may be expected about the 1st August.

The C. P. R. steamer *Empire of India* arrived at Shanghai at 2 p.m. on the 30th June, and left again at 10.30 p.m. same day for Nagasaki, where she was due to arrive at 8 a.m. today, the 2nd July.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FRENCH AT CANTON.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 29th June.
Sir,—I read in your issue of the 28th June the following under the heading of Canton:—"A French boat is said to be coming up, but we are not very anxious for her, as the French and the missionaries are more likely to raise trouble than anything else."

I shall be much obliged if you will be so good as to request the writer of this impertinent and incorrect statement to reveal his name, if he has the courage of his opinions. No gentleman can insist on maintaining his anonymity after allowing himself to make such statements publicly.—I am, &c.

A. G. DUFETRE.

Manager of Chauvin, Chevalier & Co.

THE POPULATION OF SHANGHAI.

The recently completed census of foreign residents in Shanghai (exclusive of those living in the French Settlement), gives the following figures, with which may be compared those for 1895:

	1895	1900
British	2,692	1,836
Portuguese	973	731
Japanese	736	250
American	562	323
German	525	314
Indian	298	119
French	176	138
Manila and Malay	157	32
Spanish	111	154
Austrian and Hungarian	83	39
Danish	76	86
Swedish	63	46
Italian	60	83
Russian	47	28
Norwegian	45	35
Turkish	41	32
Dutch	40	15
Swiss	37	16
Belgian	22	21
Various	38	21

Total: 6,774 in 1895, 4,424 in 1900.

The preponderance of British subjects in Shanghai remains, therefore, as great as ever it was. In 1870 there were 894 British subjects, 255 Americans, 138 Germans, 46 Spaniards, and 16 French, no other nationality running into double figures.

THE TRADE OF BANGKOK FOR 1899.

The Customs Returns for last year show the following figures compared with those for 1898:

	1898	1899
Imports	\$27,361,913	\$26,316,291
Exports	\$6,430,651	\$5,659,888

Total \$33,792,564 in 1898, \$31,976,179 in 1899. This shows a falling off of \$1,816,385 in the imports, and of \$2,770,733 in the exports or a total of \$4,587,118. Still the total of close on \$30,000,000 compares very favourably with \$28,890,461 in 1897, \$31,407,249 in 1896, and \$44,665,111 in 1895.

W. B. BREWER & CO.

Further Correspondence respecting the

Affairs of China	\$2.50
Fraternities, by Emile Zola	2.25
The Relief of Ladysmith, by John B. Atkins	1.50
The Purple Robe, by Joseph Hocking	1.50
Concerning Isabel Carnaby	1.50
Travels on the Amazon, by Wallace	4.50
Marine Meteorology, by Allingham	3.50
South Africa Past and Present, by Markham	3.50
New Maps—Asia, China, India, Africa	1.50
Philips' Ready Reference Atlas	0.50
The Far East, by Henry Norman	4.50
Russia in the Pacific, by Vladimir	9.00
South Africa "Story of Nation Series," by Thiel	3.00
Side Lights in South Africa	3.50
Abney's Photography	4.00
The Stock Fountain Pen (the best)	6.50

23 & 25, Queen's Road, Hongkong.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE, Manager.

Hongkong, 17th February, 1899.

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO.

Hongkong, 31st August, 1897.

SIENTING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899.

AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs.

Particulars on application to WOODS & CO.

4, Queen's Road Central

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER

From Hongkong to Wuchowfu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

INTIMATIONS.

EYE-SIGHT.

NOTICE.

I AM continuing my Sight Testing Rooms in Hongkong at

(W. BREWER & CO.)

which, during my absence, will be in CHARGE of

Mr. McIVER, Member Ph. Socy.

A Register of all Glasses supplied my constituents in the Far East is kept here and any kind of ordinary or special lenses can be obtained.

REPAIRS A SPECIALTY.

N. LAZARUS,

Hongkong, 24th May, 1900. 1582

FOR SALE.

CHAS. HEIDSIECK'S

CHAMPAGNE, 1898 WHITE SEAL

\$38.00 per case of 1 dozen quarts

\$40.00 per case of 2 dozen pints.

E. D. KIESSMANN & CO'S

REED AND WHITE

BORDEAUX WINES.

C. G. HIBBERT AND CO'S

BOTTLED ALE & STOUT

SIEMSEN & CO.

Hongkong, 5th May, 1899. [40]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be PAYABLE.

By Order, A. SHELTON HOOPER,

Secretary.

Hongkong, 16th June, 1900. [170]

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NEW ADVERTISEMENTS

IMPERIAL KWANGTUNG LOAN OF 1894.

PAYMENT OF INTEREST AND PART PRINCIPAL (TENTH PERIOD).

NOTICE is hereby given that the WAR-RANTS for INTEREST on and REPAYMENT OF PART PRINCIPAL of the BONDS of the IMPERIAL KWANGTUNG LOAN of 1894 will be ready for issue on the 6th JULY, 1900, at the Office of the Imperial Maritime Customs, Canton.

PAUL H. KING,
Commissioner of Customs.
Custom House,
Canton, 2nd July, 1900. 1870

NOTICE TO MARINERS.

No. 350.

CHINA SEA.

SHANGHAI DISTRICT.

CHANGE IN CHARACTER OF GUTZLAFF LIGHT.

NOTICE is hereby given that the character of Gutzlauff Light has been changed. The new illuminating apparatus is Dioptric, Lightening-fishing of the Third Order, showing out white flash every five seconds. The new Lighthouse stands on the eastern end of the summit of the island, 144 feet N. 77° E. magnetic, from the site of the old light; and the light, which is elevated 233 feet above the level of the sea, should be visible in clear weather at a distance of 23.7 nautical miles.

The tower is a steel structure, 25 feet high, with a total height, from the base to the lantern vane, of 46½ feet.

The tower is painted white.

Approximate position:—
Latitude... 30° 48' 37" N.
Longitude... 122° 10' 13" E.

By Order of the Inspector General of Customs

A. M. BISSE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 27th June, 1900. 1869

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

as above on 14 P.M.
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r.
ON & CO.,
pers. 1863

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)
The Company's Steamship

"DARDANUS."

Captain Steers, will be despatched as above on SATURDAY, the 7th July.

For Freight, apply to
BUTTERFIELD & SWIRE
Agents.

Hongkong, 2nd July, 1900. 1070

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

The Company's Steamship

"MAIDZUET MARU."

Captain T. Ogata, will be despatched for above ports on SUNDAY, the 8th July.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 2nd July, 1900. 185

THE HONGKONG WEEKLY PRESS is now ready and contains:—

Leading Articles:—
The British Government's Attitude in China.
Affairs in North China.
The Defence of Hongkong.
The Stable Element in China.
An Interview with H.E. Li Hung-chang.
Hongkong Legislative Council.
Hongkong General Chamber of Commerce.
The Crisis in China.
The Proposed New Rifle Corps.
Changes in the Tientsin Yamen.
The Navigation of the Yangtze.
Canton.
Macao.
Kiah-Yang.
Correspondence.
The South African War Fund.
Concert in Canton.
The Hongkong Electric Company, Ltd.
Hongkong Volunteer Corps.
Hongkong Rifle Association.
Subscription, 312 per Annum, payable in France, postage, 2s.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to districts sent; including postage 34 cents each for three copies Cash.
Hongkong, 29th June, 1900.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FRERNANDES HALL TO-NIGHT (MONDAY), the 2nd July, at 8.30 for 9 P.M. precisely. Visiting brethren are cordially invited to attend.

Hongkong, 29th June, 1900. 1857

AMOI.

FOR SALE, as a going concern, the "AMOI HOTEL" Well furnished throughout.

Apply by Letter to—
HOTEL,
Care of Hongkong Daily Press Office,
Hongkong, 20th June, 1900. 1799

NOTICE.

THE UNDERSIGNED, on behalf of myself and my wife, hereby give Notice that I will NOT BE RESPONSIBLE for any DEBTS contracted by a person assuming under Name of Mrs. Maudy, lately from Manila: F. MELHUSE,
Proprietor,
"Canton Hotel,"
Pottinger Street,
Hongkong, 28th June, 1900. 1850

AUCTIONS.

GOVERNMENT NOTIFICATION. No. 321.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3 P.M., are published for general information.
By Command.

F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th June, 1900. 1832

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, at Shaikwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Shau-tai-wei Island Lot No. 202	44' 0" x 45' 6" x 50' 12" x 50' 12"	2,270	13 275

Approximate position:—
Latitude... 30° 48' 37" N.
Longitude... 122° 10' 13" E.

By Order of the Inspector General of Customs

A. M. BISSE,
Coast Inspector.

GOVERNMENT NOTIFICATION. No. 322.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3.15 P.M., are published for general information.
By Command.

F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th June, 1900. 1833

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 2nd day of JULY, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Lot 9	71' x 75' x 101' x 5,625	5	181

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY To be Sold (subject to a reserved Price) in TWO LOTS.

TO-MORROW (TUESDAY), the 3rd day of July, 1900, at 11.30 A.M., on the Premises.

Messrs. HUGHES & HOUGH,
Auctioneers.

LOT No. 1—THE VALUABLE MESSUAGES AND PREMISES known as No. 8, Upper Lascar Row, situated on a Portion of Section C. of Island Lot No. 251, intended to be Registered in the Land Office, as The Remaining Portion of Section C. of Island Lot No. 251, is held for the residue of a term of 75 years, and for the further term of 924 years respectively, created by a Crown Lease and an Extension thereof.

The said Messuage is Let to a Monthly tenant at the very low Monthly Rental of \$18. The Crown Rent Payable in respect of the said Lot is \$6.94.

LOT No. 2—THE VALUABLE MESSUAGES AND PREMISES, known as No. 12, Upper Lascar Row, situated on a Portion of Section C. of Island Lot No. 251, intended to be Registered in the Land Office, as Sub-section No. 2 of Section C. of Island Lot No. 251, is held for the residue of a term of 75 years and for the further term of 924 years respectively, created by the Crown Lease and an Extension thereof.

The said Messuage is Let to a Monthly tenant at the very low Monthly Rental of \$18. The Proportion of Crown Rent Payable is \$6.93.

For further particulars and conditions of Sale, apply to—

DENNIS & BOWLEY,
Solicitors for the Official Trustee,
or to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th June, 1900. 1834

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY, the 4th July, 1900, at 3.30 P.M., at his Sales Room, Duddell Street.

All that PIECE or PARCEL GROUND, Situate at the Peak, in the Colony of Hongkong, and Registered in the Land Office as Rural Building Lot No. 53, having an area of 14,513 square feet, with the European Dwelling-House known as

"BAHAR LODGE," erected thereon. The Premises are held for the Residue of the Term of 75 years from 2nd 1883, and is sold subject to the Yearly Rent of \$34, and to the existing tenancy thereof.

For further particulars, apply to—
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 28th June, 1900. 1854

AUCTION.

ON VIEW FROM MONDAY, THE 2ND JULY, TILL DATE OF SALE.

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from HART BUCK, Esq., to Sell by Public Auction.

WEDNESDAY.

the 4th July proximo, Commencing at 11 a.m., and following days until completion of the Sale, within his residence, Mount Richmond, THE WHOLE OF THE

VALUABLE FURNITURE

contained therein, comprising:—
PLUSH COVERED DRAWING ROOM SUITE, CHIPPENDALE CHAIRS, RED LACQUER JAPANESE CABINET, OLD NINGPO CARVED and INLAID SQUARE TABLE, WHATNOTS, Very Fine BLACK WOOD HAT and UMBRELLA STAND with BEVELLED GLASS MIRROR, TEAKWOOD EXTENSION DINING TABLE, TEAKWOOD OVERTHROW TABLE, BEVELLED GLASS MIRROR, CARVED SIDEBOARD with MIRROR, DINNERS WAGGON, MARBLE CLOCK, MOROCCO COVERED DINING ROOM SUITE, SILK REP COVERED SITTING ROOM, DITTO PEKING CLOISONNE and other CURIOS, EXCELLENT DINNER SERVICE and a Choice Assortment of CUT GLASS WARE, TEAK WARDROBES with MIRRORS (Double and Single), Several Lady's WRITING DESKS, CHESTS of DRAWERS, MARBLE TOP DRESSING TABLES and WASHSTAND, TOILET SETS, Brass and IRON BEDSTEADS with MATTRESSES, Several CARPETS and BUGS, SETTEES, FENDERS and FIRE

And

OIL PAINTINGS by Lacy, Clark, Thornbury, Salt, and other well known artists.

ENGRAVINGS,

including "THE RULING PASSION," "LAUNCHED IN LIFE," "THE STORMING OF BADAJOS," "A FAIR LEAD," "GOING WELL," "GONE AWAY," "THE DEATH," and many others.

A QUANTITY OF VALUABLE BLACK-WOOD.

A GRAND PIANO, by Broadwood, with EMBROIDERED COVER.

A BILLIARD TABLE in excellent order, with the usual APPURTENANCES, by Hennig, &c., &c., &c.

Also

A COLLECTION OF RARE PLANTS. Catalogues will be issued.

On View from Monday, the 2nd July.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th June, 1900. 1749

NOTICE OF FIRM

NOTICE.

THE PROCURATION given to Mr. JOHN NAISMITH on 1st February, 1900, is hereby WITHDRAWN.

MR. SAMUEL EDMOND BEETON is authorised to SIGN the name of our firm by PROCURATION from this date.

HEBERT DENT & CO.
Canton, 30th June, 1900. 1862

TO LET.

"THE EYRIE."

AT the PEAK, close to summit; delightfully cool and healthy.

TO BE LET, FURNISHED.

Immediate possession can be had.

For Particulars, apply to—
B. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 15th June, 1900. 1757

TO LET.

A FOUR-ROOMED HOUSE in Kowloon, Low Rental.

A FOUR-ROOMED HOUSE in HIGH-MOUNT TERRACE.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LIMITED.
Hongkong, 28th June, 1900. 1871

TO LET.

FINEST FLOOR OFFICES, Central position.

Apply to—
CUACO,
Care of Daily Press Office.
Hongkong, 27th June, 1900. 1844

TO LET.

A FURNISHED HOUSE at MOUNTON HILL, with immediate possession.

For Particulars, apply to the undersigned.

H. J. GEDDIE,
12, Queen's Road Central.
Hongkong, 26th June, 1900. 1831

TO LET.

"HARFORD"—MAGAZINE GAP.

13, PRAYA CENTRAL, Rooms on 2nd Floor.

"GLENNIEFER"—KOWLOON.

A HOUSE in RIFON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th June, 1900. 181

BOARD AND APARTMENTS at Kowloon for Married or Single.

Apply to—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. 1674

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS has the honour to announce that she has now REMOVED to GLENWOOD, 21, Cairne Road, formerly known as Kingsclere, ten minutes from Clock Tower.

Hongkong, 10th February, 1900. 1825

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mr. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1897.

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL... £1,500,000
SUBSCRIBED... £1,125,000
PAID-UP... £562,500
RESERVE FUND... £30,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months... 4½%
" 6 " 3½%
" 3 " 2½%

J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. 160

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. 18

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$10,000,000
RESERVE FUND... \$11,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
N. A. SIEN, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
E. GOOS, Esq.
H. K. M. Gray.
A. H. H. Gray.
H. J. J. Kewick.
D. Meyer Moses, Esq.

CHIEF MANAGER:—
HONGKONG—SIR THOMAS JACKSON.
MANAGER:—
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2½ per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. 117

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORISED CAPITAL... £1,000,000
PAID-UP CAPITAL... £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:
CHAI K. SHAN, Esq.—J. D. GILLIES, Esq.
CHOW T. SHANG, Esq.—J. T. LAUTS, Esq.
Chief Manager:
Geo. W. F. PLATT.

Interest for 12 Months Fixed... 5%.

Hongkong, 23rd March, 1899. 119

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL... Yen 5,000,000
PAID-UP CAPITAL... 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JURJI SOYEDA, Esq., President.
Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES:
Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nara, Tainan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Chungking, Fusan.

HEAD OFFICE—INTEREST ALLOWED.

On Current Account 4.35% per annum.

On Fixed Deposits—
For 1 month... 5½ per cent. per annum.
" 3 months... 6 per cent. " " " " " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI,
Manager.
Taipei, 20th November, 1899. 1290

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL... over £210,000
RESERVE LIABILITY OF SHAREHOLDERS... fully £425,000
RESERVE FUND... £635,000

HEAD OFFICE:
36, Nicholas Lane, London.

BRANCHES:
Hongkong, Shanghai, Singapore.

AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

The Bank of England and the Capital and Counties Bank, Limited.

General Manager—P. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts... 2 per cent.

Fixed Deposits 3 months... 4½ "

" 6 " 5½ "

" 12 " 6½ "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

Hongkong, 1st May, 1900.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED... Yen 24,000,000
CAPITAL PAID-UP... 18,000,000
CAPITAL UNCALLED... 6,000,000
RESERVE FUND... 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo, Kobe, Nagasaki, Lyons, Yokohama, San Francisco, Honolulu, Tientsin, Shanghai, Tientsin, Tientsin.

LONDON BANKERS:—
THE LONDON JOINT STOCK BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5½ per annum.

" 6 " 4½ "

" 3 " 3½ "

S. CHOW,
Hongkong Manager.
Hongkong, 17th April, 1900. 1738

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via Ports of Call	BENGAL	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON via SUEZ CANAL	BERGAMINI	Brit. str.	—	T. J. Mcintosh	CHAS. LIVINGSTON & CO.	On 10th inst.
LONDON via SUEZ CANAL	STENTON	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On or about 5th inst.
LONDON via SUEZ CANAL	STENTON	Brit. str.	—	Rouson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON via SUEZ CANAL	STENTON	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 13th inst.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 7th Aug.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	To-day.
BREMEN, via Ports of Call	BATERN	Ger. str.	—	H. Blecker	MELCHERS & CO.	On 7th inst.
MARSEILLES, &c, via Ports of Call	LAOS	Fren. str.	—	Flandin	MELCHERS & CO.	On 12th inst. at Noon.
MARSEILLES & LONDON	MARAGON	Brit. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	To-day, at 1 p.m.
MARSEILLES, &c, via SPAIN, &c.	KAMAKURA MARU	Jap. str.	—	Hampel	NIPPON YUSEN KAISHA	Quick despatch.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Jager	CARLOWITZ & CO.	On 13th inst. at Daylight.
HAYRE & HAMBURG	SAVOIA	Ger. str.	—	Knuth	CARLOWITZ & CO.	On or about 17th inst.
HAYRE & HAMBURG	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 20th Aug.
NEW YORK via SUEZ CANAL	ACARA	Brit. str.	—	Kendall	SEWELL, TOMES & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	EDWICKDALE	Brit. str.	—	W. Frakes	DODWELL & CO. LIMITED	To-morrow.
NEW YORK via SUEZ CANAL	IS. SCHNEPP	Amr. ship.	—	W. Brady	DODWELL & CO. LIMITED	To-morrow.
VICTORIA, B.C., & TACOMA, V. AMOY, &c.	GLENGOIE	Brit. str.	—	G. A. Lee, R.N.R.	PACIFIC MAIL S. S. CO.	To-morrow.
VICTORIA, B.C., & TACOMA, V. AMOY, &c.	KYUSHU MARU	Jap. str.	—	S. Thomson	O. & O. S. N. Co.	On 14th inst. at 4 p.m.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 18th inst.
PORTLAND, OREGON, &c.	ARBYL	Amr. str.	—	H. S. Toque, R.N.R.	BUTTERFIELD & SWIRE	On 4th inst.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	J. Mackenzie	BUTTERFIELD & SWIRE	On 5th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	GALIC	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 14th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	F. J. Cole	BUTTERFIELD & SWIRE	On 21st inst. at Noon.
SAN DIEGO, &c, via KOBE, &c.	CHINGTU	Brit. str.	—	Laver	BUTTERFIELD & SWIRE	On 4th inst. at 4 p.m.
AUSTRALIAN PORTS	ROHILLA	Brit. str.	—	I. Sato	BUTTERFIELD & SWIRE	On 14th inst. at 4 p.m.
YOKOHAMA, via NAGASAKI & KOBE	KANAGAWA MARU	Jap. str.	—	T. Ogata	BUTTERFIELD & SWIRE	On or about 7th inst.
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	On 17th inst. at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TONKIN	Fren. str.	—	Williams	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BANCA	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On or about 2nd inst.
SHANGHAI	MAITA	Brit. str.	—	Magnanini	CARLOWITZ & CO.	To-day.
SWATOW, AMOY & TAIWANSU	KALONG	Jap. str.	—	Young	JARDINE, MATHESON & CO.	On or about 6th inst.
SWATOW, AMOY & TAIWANSU	MAIDZU MARU	Jap. str.	—	G. Schmidt	CARLOWITZ & CO.	To-day, at 4 p.m.
MANILA	SUNGKIANG	Brit. str.	—			On 14th inst. at Daylight.
MANILA	CHINGTU	Brit. str.	—			On 8th inst. at Daylight.
SINGAPORE, PENANG & BOMBAY	LOONGSANG	Brit. str.	—			To-morrow, at 4 p.m.
SINGAPORE, SAMARANG & SOERABAYA	BISAGO	Ital. str.	—			On 14th inst. at 4 p.m.
COLOMBO, HAVRE, B'HAVEN & HAMBURG	ONSANG	Brit. str.	—			On 4th inst. at 4 p.m.
	SAMBIA	Ger. str.	—			On 9th inst. at Noon.

SHIPPING.

ARRIVALS.

June 30, SULLBERG, German str., 782, Jenson, Cleofeo 22nd June, General.—STRENGTH & Co.

June 30, KWANGSE, British str., 1,240, Harris, Canton 24th June, General.—BUTTERFIELD & SWIRE.

June 30, KACHIDATE MARU, Japanese steamer, 3,000, S. Fugaki, Moji 24th June, Coal.—MITSUBI BUREAU KAISHA.

June 30, ELAK, German steamer, 900, Petersen, Canton 29th June, General.—CHINESE.

June 30, PRINCE OF WALES, British steamer, 1,126, Fowler, Moji 26th June, Coal.—ORDEN.

June 30, PRINCE OF WALES, U.S. gunboat, 1,000, Harry Knox, Manila 26th June.

June 30, LAOS, French str., 2,331, Flandin, Shanghai 28th June, Mails and General.—MESSAGERIES MARITIMES.

June 30, AMERICA, German str., 3,460, T. Ostermann, Amoy 29th June, General.—CARLOWITZ & CO.

July 1, CHI YUEN, American str., 1,177, Wm. Jamieson, Shanghai 28th June, General.—CHINESE.

July 1, KACHIDATE MARU, Japanese str., 3,000, S. Fugaki, Moji 24th June, Coal.—MITSUBI BUREAU KAISHA.

July 1, KINSHU MARU, Japanese str., 2,889, F. Horton, Moji 26th June, Flour, Cotton, Sugar and Cargoes.—NIPPON YUSEN KAISHA.

July 1, LOONGSANG, German str., 1,245, Schulz, Shanghai 28th June, General.—STRENGTH & Co.

July 1, PRINCE OF WALES, German str., 632, Grandt, Newchwang 23rd June, General.—STRENGTH & Co.

July 1, ULYSSES, British str., 2,221, R. J. Brown, Shanghai 28th June, General.—BUTTERFIELD & SWIRE.

July 1, HOLLAND, Dutch steamer, 3,000, S. K. Symonds, Tanjung Priok 23rd June.

July 1, CHOWA, British str., 1,193, G. H. Barker, Shanghai via Swatow 27th June, General.—JARDINE, MATHESON & CO.

July 1, FOOKSANG, British str., 950, Anderson, Wuhu 24th June, Rice.—JARDINE, MATHESON & CO.

July 1, CALCHAS, British str., 4,278, R. Bartlett, Singapore 26th June, General.—BUTTERFIELD & SWIRE.

July 1, BENGOLE, British str., 1,993, A. W. S. Thomson, Singapore 25th June, General.—GIBBS, LIVINGSTON & CO.

July 1, FOOKHONG, British str., 1,253, Smale, Canton 1st July, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbours Master's Office.

30th June.

Tanai Maru, Japanese str., for Swatow.

Haitan, British str., for Swatow.

Chiofa, British str., for Swatow.

DEPARTURES.

June 30, BROOKLYN, U.S. battleship, foruku.

June 30, QUANTA, German str., for Newchwang.

June 30, J. B. WALKER, Amr. str., for N. York.

June 30, ELAK, Norwegian str., for Saigon.

June 30, TARRANG, British str., for Canton.

June 30, FAUSANG, British str., for Singapore.

June 30, FUSHUN, Chinese str., for Shanghai.

June 30, KWANGSE, British str., for Shanghai.

June 30, PRINCE OF WALES, British str., for Bangkok.

June 30, TARRANG, British str., for Swatow.

July 1, HAITAN, British str., for Swatow.

July 1, CHOWA, British str., for Swatow.

VESSELS IN DOCK.

At the Harbours Master's Office.

Kowloon Dock.—U.S.S. Monterey, Chang-sha, Freiburg, Banca.

Cosmopolitan Dock.—Goodwin.

SHIPPING REPORTS.

The German steamer *Armenia*, from Amoy 29th June, had strong southerly winds.

The British steamer *Fookhang*, from Wuhu 26th June, had fresh N.E. wind and thick, rainy weather throughout.

The American steamer *Chi Yuen*, from Shanghai 28th June, had very variable winds and heavy rains throughout.

The British steamer *Chioyang*, from Shanghai via Swatow 27th June, had strong to light variable winds and heavy rains.

The British steamer *Calchas*, from Singapore 26th June, had fine and clear weather with moderate S.W. wind and sea throughout the passage.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

GLANES, British bark, Burns—Sander, Wiler & Co.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY the 2nd July, 1900, at 1 p.m., the Company's Steamship "LAOS", Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 1st July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th June, 1900. 2

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"KALCAN".

Captain Laver, will be despatched as above TO-DAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900. 1863

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

THE Company's Steamship.

"ULYSSES".

Captain Brown, will be despatched as above TO-DAY, the 2nd July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900. 1792

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"TONKIN".

will be despatched as above on or about MONDAY, the 2nd July.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th June, 1900. 2

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship.

"ONSANG".

Captain Young, will be despatched as above TO-MORROW, 3rd July, at 3 p.m.

For Freight, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th June, 1900. 1864

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"SUNGKIANG".

Captain Moore, will be despatched as above TO-MORROW, the 3rd July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th June, 1900. 1852

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
*GLENGOIE	3,750	W. Frakes	July 3	ARGYLE	2,907	W. S. Thomson	July 4
QUEEN ADELIA	2,882	F. McNair	July 25	MONSHIRE	2,874	J. Kennedy	Aug. 4
DUKE OF FITZ	3,821	J. S. Cox	July 28	BRAEMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Pantou	Aug. 7	ARGYLE	2,907	W. S. Thomson	Sept. 15

* Calling at Amoy and Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 4 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.

The best route to the KLORENE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DREA, and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 465 10s. 0d.

This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CINNABAR and return. Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return and Stage Coach transportation Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other points on application.

A Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th May, 1900. 110

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 6th July, at DAYLIGHT.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 13th July, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. & SEATTLE, U.S.A. via SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 14th July, at 4 P.M.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 17th July.

* Through Passenger Tickets and Bills of lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 11th Floor, Chater Road.

Hongkong, 28th May, 1900.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON.

MARSEILLES AND LONDON	MAZAGON	On 29th June	Freight
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	BANCA	On 2nd July	Freight
SHANGHAI	MAITA	About 6th July	Freight
LONDON, &c.	BEVAL	Noon, 7th July	See Freight
YOKOHAMA via NAGASAKI	RALLA	About 7th July	See Freight

For Further Particulars, apply to A. M. MARSHALL, Agent.

Hongkong, 27th May, 1900.

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE).

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	COLOMBO, HAVRE, BREMER, HAVEN & HAMBURG (London with transshipment in Hamburg)	On 3rd July } Freight.
WITTENBERG	HAVRE and HAMBURG (London with transshipment in Hamburg)	About 17th July } Freight.
SAVOIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 7th Aug. } Freight and Passage.
ALESIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th Aug. } Freight.

* This steamer has superior accommodation for Passengers and carries a Doctor and Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 23rd June, 1900. 1

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BAYERN	THURSDAY 12th July.
STUTTGART	THURSDAY 26th July.
KONIG ALBERT	THURSDAY 9th August.
WEIMAR	THURSDAY 23rd August.
PRINZ HEINRICH	THURSDAY 6th September.
HAMBURG (Hamburg-Amerika Line)	THURSDAY 20th September.
SACHSEN	WEDNESDAY 3rd October.
OLDENBURG	WEDNESDAY 17th October.
BAYERN	WEDNESDAY 31st October.
STUTTGART	WEDNESDAY 14th November.
KONIG ALBERT	WEDNESDAY 28th November.
PRINZ HEINRICH	WEDNESDAY 12th December.

ON THURSDAY, the 12th day of July, 1900, at NOON, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT N. and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 10th July. Cargo and will be received on board until 5 p.m. on WEDNESDAY, the 11th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 11th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 100 lbs. and Parcels should not exceed 70 lbs. in measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

POST OFFICE NOTICES.

The Tonkin, with the French Mail of the 1st instant, left Saigon on Friday, the 29th instant, at 1 p.m., and may be expected here on or about Monday, the 2nd proximo. This Packet brings replies to letters despatched from Hongkong on the 28th April.

The Gaelic, with the American Mail, left Yokohama on Tuesday, the 26th instant, at daylight, and may be expected here on or about Tuesday, the 3rd proximo.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Europe, &c. India via Tutuorin. (Late Letters 0.10 to 0.30 p.m. Extra Postage 10 cents)	Lao	Monday, 2nd July Canton 9.00 A.M. Registration, 11.30 A.M. Papers, 11.30 A.M. (Registration, with late fee of 10 cents, up to 11.45 A.M.) Letters Noon.
Manila, Hongkong, Nagasaki, Kobe, Yokohama, Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma.	Hongkong	Monday, 2nd July, 0.45 P.M. Monday, 2nd July, 3.00 P.M. Monday, 2nd July, 3.00 P.M. Monday, 2nd July, 3.00 P.M. Monday, 2nd July, 4.00 P.M.
Singapore, Samang and Sourabaya.	Onang	Tues. 3rd July, 2.00 P.M.
Manila, Hongkong, Nagasaki, Kobe, Yokohama, Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma.	Sungking	Tues. 3rd July, 3.00 P.M.
Manila, Hongkong, Nagasaki, Kobe, Yokohama, Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma.	Argyll	Wednes. 4th July, 11.00 A.M.
Manila, Hongkong, Nagasaki, Kobe, Yokohama, Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma.	Thyra	Wednes. 4th July, 3.00 P.M.
Manila, Hongkong, Nagasaki, Kobe, Yokohama, Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma.	Loongang	Wednes. 4th July, 3.00 P.M.
Manila, Hongkong, Nagasaki, Kobe, Yokohama, Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma.	City of Peking	Thursday, 5th July Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.
Europe, &c. India via Tutuorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Bayera	Thursday, 5th July Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne.	Chingtu	Satur. 14 July, 3.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Tacoma.	Empress of Japan	Wednesday, 12th July Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.

TO-DAY.

Sale of Crown Land, 3 p.m.
Meeting of the Zetland Lodge, 9 p.m.
TO-MORROW.
Sale of Leasehold Property, Messrs. Hughes and Hought, 11.30 a.m.
Meeting of Shareholders of Gt. Eastern and Caledonian G. M. Co., 11.30 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.
SATURDAY, 30th June.

ON LONDON.	ON NEW YORK.	ON BOMBAY.	ON CALCUTTA.	ON SHANGHAI.	ON YOKOHAMA.	ON MANILA.	ON SINGAPORE.	ON BATAVIA.	ON HONGKONG.	ON SAIGON.	ON BAROKOK.	ON SOERABAYA.	ON BANGKOK.	ON BANGKOK.
Telegraphic Transfer 1/11 1/2	Bank Bills, on demand 1/11 1/2	Bank Bills, at 30 days sight 2/0	Bank Bills, at 4 months sight 2/0 1/2	Credit, at 4 months sight 2/0 1/2	Documentary Bills, 4 months sight 2/0 1/2	Bank Bills, on demand 2/50	Credit, at 4 months sight 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50
Bank Bills, on demand 1/11 1/2	Bank Bills, at 30 days sight 2/0	Bank Bills, at 4 months sight 2/0 1/2	Credit, at 4 months sight 2/0 1/2	Documentary Bills, 4 months sight 2/0 1/2	Bank Bills, on demand 2/50	Credit, at 4 months sight 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50
Bank Bills, on demand 1/11 1/2	Bank Bills, at 30 days sight 2/0	Bank Bills, at 4 months sight 2/0 1/2	Credit, at 4 months sight 2/0 1/2	Documentary Bills, 4 months sight 2/0 1/2	Bank Bills, on demand 2/50	Credit, at 4 months sight 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50	On demand 2/50

OPIUM.

Quotations are—	Allowance not to 1 catty.
Malwa New	8880 to 8920
Malwa Old	8910 to 8950
Malwa Older	8940 to 8980
P. P. wrapped	8970 to 9010
Persian fine quality	8910 to 8950
Persian extra fine	8950 to 8990
Persian Old	8975 to 9015
Bengal New	8980 to 9020
Bengal Old	8990 to 9030

PASSENGERS.

Per Kiushu Maru, from Moji, Mr. and Mrs. Page.
Per Chongyang, from Shanghai, Mr. and Mrs. Bowker and three children and Mrs. Monson.
Per Lao, for Hongkong, from Yokohama, Mr. Blum, Colonel F. Brown, Mr. S. Harrison, Major and Mrs. Joffrey, Mr. R. Borthwick, Mrs. Henderson, Mr. and Mrs. von Ruffin, from Kobe, Mr. Hamilton Smyth, from Nagasaki, Mr. R. P. de Vera and d'Almeida and Mr. Nakamura, from Shanghai, Messrs. Plot and G. Wenzmann, Mrs. E. Holworthy, two children and wife, Mrs. A. E. Wadman and wife, Mrs. H. Wadman, Mrs. Jacquier, Lieut. (Viscount) Baird, H.E. Sir Hy. Blake (Governor of Hongkong), Lady Blake, two daughters and maid, Mrs. Allen, Revs. R. P. Villomont and P. Chaplain, Mrs. Remedios and three children, Messrs. J. Moses Kasoria and Ross Lewis, for Saigon, from Nagasaki, Messrs. C. Labaux and Fraize, from Shanghai, Baronne de Pottier and two children, Mrs. Chasbon and two children, from Yokohama, Mr. J. Nakamichi, from Nagasaki, Messrs. Gomo and Smogama, Mrs. Isaki and Mrs. Kanagawa, for Colon, from Yokohama, Mr. Robertson, for Maracaibo, from Yokohama, Messrs. Mamour, Takamata, Matsui, T. Saito, M. Mouya, Y. Mori, Minobe, A. Kiseki, Makumura, Susimoto, Hatanaka, Yamada, Mr. and Mrs. Hrag, Mrs. de Carter and two children, from Kobe, Mr. S. Arakawa, from Nagasaki, Capt. Lindsay, from Shanghai, Mrs. Crawford Kerr, Messrs. N. Danloff and Bonfert, Mrs. Plot, Messrs. Poligri and Hamsie, Mrs. Hoppe and infant, Mr. Loustale, Mr. O. P. Johnston, R. P. de Costa, Mr. E. Akimura and Rev. F. Fero.

VESSELS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer Tonkin, with the next French mail, left Saigon at 1 p.m. on the 29th ult. for this port and is expected here to-day.

THE ENGLISH MAIL.
The P. & O. steamer Malta, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.
The Imperial German Mail steamer Konig Albert, carrying the German mails with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 6th instant.

THE AMERICAN MAIL.
The O. & O. steamer Gaelic, with Mails, &c., from San Francisco to the 6th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 26th ult., via Inland Sea, Kobe, Nagasaki and Shanghai.

THE CANADIAN MAIL.
The C. P. R. steamer Empress of Japan, left Vancouver on Tuesday, the 19th ult., for Hongkong via usual ports of call.

MERCHANT STEAMERS.
The O. S. S. steamer Sargelund left Singapore on the 27th ult., and is due here in Hongkong on the 2nd instant.

The "Shire" Line steamer Merionethshire, from Middlesbrough and London, left Singapore on the 26th ult., and is due here on or about the 2nd instant.

The N. G. I. steamer Biangou left Singapore for this port on the 27th ult. and is due here on or about the 3rd instant.

The steamer Sargelund, from Hamburg, left Singapore for this port on the 28th ult., and may be expected here on or about the 3rd instant.

The N. Y. K. steamer Kanagawa Maru (Europe Line) left Singapore for this port on the 28th ult., and is expected to arrive here on the 4th instant.

The steamer Verona left Suva on the 7th ult., and is expected here on or about the 7th instant.

The China Mutual steamer Teekait, from Glasgow and Liverpool, is due at this port on the 10th instant.

The N. F. steamer Queen Adelaide sailed from Tacoma for Japan and Hongkong on the 24th ult.

The "Ben" Line steamer Bengale, from London and Antwerp, left Singapore on the 25th ult. for this port.

The P. & O. steamer Pekia left Singapore for this port on the 28th ult., at 6 a.m.

The steamer Macedonia, from Middlesbrough and London, left Singapore for this port on the 26th ult.

PASSED THE CANAL.

OUTWARD.—23rd May.—Vindobona, Köln, Sailing. 30th May.—Arana, Dresden, 2nd June.—Bengal, Antwerp, 3rd June.—Sargelund, 6th June.—Sargelund, 9th June.—Calcutta, Erith, 10th June.—Arab, 13th June.—Arab, 16th June.—Orestes, Shinano Maru, 20th June.—Glenarney, Konig Albert, Teekait, 23rd June.—Serbia, Rhipeus, 27th June.—Sado Maru, Alesia, 28th June.—Bamberg, Glenarney, Nurnberg, Java, Broadmayne, 29th June.—19th May.—Candia, 2nd June.—Machao, 6th June.—Malacca, 9th June.—Kanagawa Maru, 16th June.—St. Regulus, 20th June.—27th June.—Annam, Japan, Hamburg, 29th June.—Glanau, Salazie, ARRIVALS FROM CHINA.—Yangtze, Samaki Maru, Alesia.

WING CHEONG.

JEWELRY. DEALERS IN DIAMONDS, CURIOS, JADESTONES, CARVED IVORYWARE, SILKS, AND GRASS CLOTHS. GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.
Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900.

JOINT STOCK SHARES.

HONGKONG, 30th June.

STOCKS.	No. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				
Hongkong and Shanghai Banking Corporation	80,000	\$125	30/- div. & 10/- bonus at 1/11 1/2 = \$23.33 1/2 for 2nd half year 1900	300 p. ct. pr. = \$500
Bank of China & Japan, Ltd.	100,000	\$125	None	41/-
Do. Deferred	100,000	\$125	None	46.50
National Bank of China, Ltd.	100,000	\$125	2 1/2 for 1899	\$27, buyers
Do. Founders' Shares	100,000	\$125	2 1/2 for 1899	\$27, buyers
MARINE INSURANCES.				
Union Ins. Society, Ltd.	10,000	\$250	30 p. ct. = \$18 for 1898	\$26 1/2
China Traders Ins. Co., Ltd.	24,000	\$333	10 p. ct. = \$10 for 1898	\$27
North China Ins. Co., Ltd.	5,000	\$200	10 p. ct. = \$10 for 1898	\$27
Yangtze Ins. Assoc., Ltd.	8,000	\$100	30-10 p. ct. for 1897	\$121, sellers
Canton Ins. Office, Ltd.	10,000	\$250	\$11 for 1898	\$132 1/2, sales
Straits Insurance Co., Ltd.	30,000	\$100	5 per cent. for 1895	\$1, buyers
FIRE INSURANCES.				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$24 for 1898	\$79, sellers
SHIPPING.				
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	(\$1.20 for half year ended 31-12-99)	\$30 1/2, sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	10 p. ct. & 2 p. ct. bonus for 1899	\$94, sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	20 per cent. for 1899	\$45, old
Do. do.	14,000	\$50	10 p. ct. for 1899	\$18, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	12 per cent. for year ending 30-11-99	\$47, sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	10 p. ct. & 2 p. ct. bonus for 1899	\$11, sales
Limited, Preference	20,000	\$10	10 p. ct. & 2 p. ct. bonus for 1899	\$11, sales
Do. Ordinary	20,000	\$10	10 p. ct. & 2 p. ct. bonus for 1899	\$11, sales
Star Ferry Co., Limited	10,000	\$10	\$1.05 = 12 p. ct. for year ended 30-4-00	\$174, old sellers
Shell Transport & Trading Co., Limited	18,000	\$100	Final of 5 p. ct. = 8 p. ct. for 1899	\$200, sellers
REFINERIES.				
China Sugar Refining Company, Limited	20,000	\$100	Final of 5 p. ct. = 7 p. ct. for 1899	\$120, sales
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$3 for 1897	\$36
MINING.				
Panjoan Mining Co., Ltd.	80,000	\$8	None	\$52, sellers
Do. Preference	30,000	\$1	None	\$1.30
Societe Fran. des Charbonnages du Tonkin	10,000	\$250	None	\$290, sellers
Queens Mines, Limited	400,000	\$25	None	15 cents, buyers
Jelebu Mining and Trading Company, Ltd.	45,000	\$5	5 p. ct. half year end 31-12-99	\$12, sales
Real Australian Gold Mining Co., Limited	200,000	\$1	10 p. ct. for 1899	\$57
Oliver's Freehold Mines, Limited	15,000	\$1	None	\$22
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$1	None	\$24
Do. Preference	70,000	\$1	First year	45 cents, sellers
DOCKS, WHARVES, &c.				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	5 p. ct. & 12 p. ct. bonus for year ended 31-12-99	620 p. ct. pr. = \$775
Hongkong and Kowloon Wharf & Godown Co., Ltd.	20,000	\$5	10 p. ct. for 1899	\$84, sellers
Wharf & Godown Co., Ltd.	2,000	\$100	Final of 5 p. ct. = 3 p. ct. for 1899	\$50, buyers
Wharf & Godown Co., Ltd.	8,000	\$80	22 per cent. for 1899	\$21, sellers
LANDS, HOTELS & BUILDINGS.				
Hongkong Land Investment Co., Ltd.	50,000	\$100	Final of 5 p. ct. = 6 p. ct. for 1899	\$136, buyers
West Point Land & B. Co.	6,000	\$50	10 p. ct. for 1899	\$254, sellers
West Point Building Company, Limited	12,500	\$50	10 p. ct. for 1899	\$47, buyers
Hongkong Hotel Company, Limited	12,000	\$50	10 p. ct. for half year ended 31-12-99	\$122, sellers
Humphreys Est. & Fin. Co.	65,000	\$10	5 per cent. for 1899	\$107.50, sellers
COTTON MILLS.				
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	10 p. ct. for period ending 31-10-97	Ts. 60
International Cotton Spinning and Weaving Co., Ltd.	10,000	\$100	10 p. ct. on account '98	Ts. 60
Leong-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	10 p. ct. on account '98	Ts. 60
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	10 p. ct. for half year ended 31-12-97	Ts. 375
Yahloong Cotton Spinning Co., Ltd.	7,500	\$100	None	Ts. 40
Hongkong Cotton Spinning Co., Ltd.	12,000	\$100	None	\$37, sellers
MISCELLANEOUS.				
Green Island Cement Co., Ltd.	50,000	\$10	10 p. ct. for 100 tons, Capt.	\$204
China Borneo Co., Ltd.	7,500	\$20	None	\$25
A. S. Watson & Co., Ltd.	30,000	\$10	Final of 5 p. ct. = 10 p. ct. for 1899	\$154, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	10 p. ct. for 1899	\$11.85, sales and sol.
Hongkong and China Gas Company, Limited	7,000	\$10	5 p. ct. for 1899	\$118, ex div.
Hongkong Repe Mfg. Co.	10,000	\$50	10 p. ct. for 1899	\$170
Geo. Fenwick & Co., Ltd.	6,000	\$25	15 per cent. for 1899	\$145, buyers
Hongkong Ice Co., Ltd.	6,000	\$25	Final of 10 p. ct. = 12 p. ct. for 1899	\$105, sellers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$12 for year ended 30-11-99	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$75	5 p. ct. for year ended 31-12-99	\$82
Carmichael & Co., Ltd.	2,000	\$25	10 p. ct. for 1899	\$8
H. L. & China Bakery Co., Ltd.	600	\$50	15 per cent. for 1899	\$20, ex div. buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	10 p. ct. for 1899	\$30, ex div. buyers
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$21	None	\$12, sellers
United Asbestos Oriental Agency, Limited	100,000	\$10	None	\$84, sales
Tobacco Planting Co., Ltd.	10,000	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	10,000	\$5	30 cents for period ending 31-12-99	\$3
Watkins, Limited	1,000	\$10	5 per cent. for 1899	\$10

J. Y. V. VERNON, BROKER.

PEERLESS SCOT'S WHISKIES.

HAIG & HAIG, LTD. DISTILLERS SINCE 1679.
3 Star, SPECIAL.—The finest of all Scotch Whiskies at \$13.00
5 Star, LIQUEUR.—Exquisite, best in the world for Club or Private use at \$18.00
Try drinking rank. Smoky Staff, "have it come through the SODA."
Try HAIG & HAIG'S WHISKIES; pe. mellow, maturated, non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong.
F. BLACKHEAD & Co.

DINNEFORD'S

The Universal Remedy for Acid of the Stomach, Headache, Heartburn, Indigestion, Nervousness, Bilious Affection.

DINNEFORD'S MAGNESIA
Sold throughout the N.B.—ASK FOR DINNEFORD'S MAGNESIA

ESBENSEN'S BUTTER
In TINS with PATENT OPENERS
ESBENSEN'S PURE BUTTER
To be sold at all Stores.
DO NOT BE OFF WITH ANY OTHER

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 29th JUNE, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Victoria	2 p.	29.76	69	—	0	b
Tokyo	"	29.74	—	—	NE	2
Kobe	"	29.72	—	—	NE	2
Nagasaki	"	29.72	—	—	NE	4
Kagoshima	"	29.72	—	—	NE	4
Taihou	"	29.77	—	—	NE	2
Taihou	1 p.	29.77	—	—	NE	2
Taihou	"	29.80	—	—	NE	2
Kobe	"	29.84	—	—	NE	4
Pescadore	"	29.79	—	—	NE	0
Gutland	3 p.	29.82	71	85	ENE	2
Amoy	"	29.71	74	86	NE	2
Swatow	"	29.68	70	81	W	2
Canton	"	29.67	81	87	N	1
Hongkong	4 p.	29.65	78	82	WSW	1
Victoria Peak	"	29.65	—	—	WSW	1
Gap Rock	"	29.65	—	—	WSW	6
Macao	"	29.65	—	—	WSW	6
Hai Phong	1 p.	29.60	80	78	WSW	2
Manila	4 p.	29.60	80	78	WSW	2
Malate	3 p.	29.60	80	78	WSW	2
Bacolod	"	29.60	80	78	WSW	2
Halo	"	29.60	80	78	WSW	2
Cebu	"	29.60	80	78	WSW	2
C. S. James	"	29.60	80	78	WSW	2

On the 30th at 11.45 a.m. The barometer has risen in the North, and a little changed elsewhere. Pressure is high over the NE. coast of China, and the low pressure trough still lies over the S. coast, and Formosa Channel. Gales are slight to moderate for S. winds in the E. coast of China, and for SW. winds in the N. part of the China Sea. Forecast:—SW. backing to E. winds; showery.

HONGKONG TIDE TABLE.

2nd July to the 8th July, 1900.

High Water.	Low Water.
Day & Night.	Day & Night.
2nd July	2nd July
3rd July	3rd July
4th July	4th July
5th July	5th July
6th July	6th July
7th July	7th July
8th July	8th July

MESSRS. FAIRBANKS CO.'S REGISTER, 30th June.
Barometer 9 A.M. 29.67 Therm. 9 A.M. (Wet bulb) 78
Barometer 1 P.M. 29.68 Therm. 1 P.M. (Wet bulb) 78
Barometer 4 P.M. 29.68 Therm. 4 P.M. (Wet bulb) 78
Thermom. 9 A.M. 81 Therm. Maximum 82
Thermom. 1 P.M. 82 Therm. Maximum 82
Thermom. 4 P.M. 82 Therm. Maximum 82